

Today's
Advertisements.

WIRTH'S CIRCUS.

TO-NIGHT! TO-NIGHT!!
FAREWELL PERFORMANCE.
BENEFITLADY AND GENTLEMEN
PERFORMERS.

MONSTER PROGRAMME.

PRICES OF ADMISSION.
\$2.00—\$1.00—50 Cents—30 Cents.
BOOK SEATS in advance at BAKER'S
BOOK STORE.
Hongkong, 18th August, 1896. [1297]CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG."

Captain C. R. N. Dodd, will be despatched
TO-MORROW, the 19th instant, at 10 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1896. [1287]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS."

Captain Day, will be despatched as above TO-
MORROW, the 19th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1896. [1232]CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN."

Captain Vaughan, will be despatched TO-
MORROW, the 19th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1896. [1305]EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MACAO, TIENTSIN, PORT DARWIN and
QUEENSLAND, and taking through
Cargo to ADELAIDE, NEW
ZEALAND, &c.)
THE Steamship

"MENMUIR."

Captain Craig, will be despatched for the above
Ports on SATURDAY, the 23rd instant, at
Daylight.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th August, 1896. [1303]FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. O'Brien, will be despatched for the
above Ports on TUESDAY, the 25th instant, at
Daylight.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 18th August, 1896. [1302]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"

Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after the 20th instant, will be landed at
Consignees' risk and expense into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Wanchai.
Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 18th August, 1896. [1304]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "GHAZEE."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undispatched after the 24th instant will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 24th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th August, 1896. [1254]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1896. [1237]A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.
The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.
The Water used is proved by repeated
Analyses to be Absolutely Pure.
For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Empties
when received in good order.
Counterfoil Order Books supplied on application.
Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.
The following is a List of Waters always
kept ready in Stock:—
PURE AERATED WATER,
SODA WATER,
LEMONADE,
FOTASH WATER,
SALTZET WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose, than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication; but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the discussion of any subject of public interest,
it must be distinctly understood, that the Editor does not in any way hold himself responsible for
opinions thus expressed.
Advertisements are requested to forward all notices intended for
insertion in this day's issue not later than Three o'clock so as
not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisements. Terms can be learnt on application.
The Hongkong Telegraph's number in the Telephone Directory
is No. 1. Telephone, 1896 and 1897.

BIRTH.

At Shanghai, on the 13th instant, the wife of
JOHN WILSON, of Boyd's New Dock, of a
daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 18, 1896.

RE THE "ILITIS" DISASTER.

Before taking leave of the *Ilitis* disaster, it is well to place on record a statement of how the first news of her loss and of the heavy sacrifice of human life that ensued was received by a number of young conscripts—most of them on their first voyage—who were at the time of the wreck on their way out to the German squadron in these waters. When, on the morning of the 20th July last, the German mail steamer *Sachin* left Hongkong for Shanghai she had on board over 280 men-of-war-men (nearly all newly joined) on their way up to join the *Prinzess Wilhelm* and the *Kaiser*. They were under the command of Captain THIEL, of the Imperial German Navy, who was on his way out to relieve the Captain of the *Prinzess Wilhelm*. The *Sachin* was detained in Kowloon Bay by a typhoon and did not actually leave the waters of Hongkong until the following morning, and before she left the sad news of the loss of the *Ilitis* was brought on board. Captain THIEL caused his men to 'fall in' on the foredeck of the steamer and announced to them the facts of the wreck as then known. In a few but pregnant words, claiming their sympathy and admiration for the officers and men of the *Ilitis* who had as truly died at the call of duty as if they had fallen in battle before a foe. The same thing would have been done in our own or any other navy, we may suppose, but the incident would not, we believe, have terminated on board a British man-of-war as it ended on board the *Sachin*. Captain THIEL's address was brought to a conclusion with a call for three hearty cheers to the memory of the officers and men of the *Ilitis*, and three hearty cheers were given as promptly and as vigorously as if he had announced a victory, and truly it was, as the latest particulars to hand now show, a victory over death and the terrors of death, a triumph of discipline and devotion to duty over the fears which weaker men might have been excused for displaying in so terrible a position.

TELEGRAMS.

REUTER'S MESSAGES.

LORD SALISBURY ON THE SITUATION.

LONDON, August 16th.
Lord Salisbury at the banquet following his installation as Warden of the Cinque Ports said that affairs in the East had reached such an extreme as to be a source of danger menacing the whole of Europe. Although Turkey had been warned of eventual punishment, Great Britain was in nowise pledged to go to war to execute that punishment. He earnestly hoped that the Powers would be able to avert the danger in time.

CRICKET.

Australia has beaten Sussex by six wickets.

(Special to the *Asiatic*.)

RESULT OF THE LIVERPOOL CUP.

The (50th) LIVERPOOL CUP, of 1,200 sovs., the second to receive 125 sovs., and the third 75 from the stakes, by subscription of 25 sovs. each, 1st, and three only if declared, a handicap for three-year-olds and upwards; winners after June 25, at 1 P.M., of any two races, or of one value 200 sovs., or of a handicap value 200 sovs., or of any race value 400 sovs., 2nd, of two handicaps of any value, or of one handicap value 400 sovs., 3rd, extra. Cup Course, one mile and three furlongs. (29 subs., 12 of whom declared.)
LONDON, July 18th.
Lord Derby's ch. CANTERBURY PILGRIM, by Tristram—Pilgrimage, 3rs., 7th 4lbs. T. Loates 1.
Lord Wm. Beresford's b. Aust. g. PARIS III, by Grandmaster—(E) none, aged, 9th. W. Watts 2.
Mr. J. Wallace's b. SPOOK, by Oberon—Lady Letham, 3rs., 7th. (Winner trained by Mr. Lambton).
BETTING: 100 to 30 against Canterbury Pilgrim. Won by a length.

RESULT OF THE STEWARDS' CUP, GOODWOOD.

The STEWARDS' CUP, value 300 sovs., added to a handicap sweepstakes of 10 sovs. each, 1st, the second to receive 50 sovs., out of the stakes; winner of a handicap after the publication of the weights 4lbs., of one value 200 sovs., 2nd, of one value 100 sovs., 3rd, extra; entrance 3 sovs. T. Y. C. six furlongs. (80 subs.)
LONDON, July 18th.
Mr. J. Ryan's b. c. CHASSEUR, by Galop—Lady Gower, 4rs. Ruckaby 1.
Mr. R. Lebaudy's b. h. SWEET AUBURN, by Sweetheart—Goldsmith, 5rs. T. Loates 2.
Sir J. Thurburgh's b. c. THE TARTAN, by Chitabob—Tartan, 4rs. 3.
Mr. Withard's RAMAPO (American bred), 6rs.
Capt. Green's b. c. KILCOCK, by Kilwarlin—Bonnie Moss, 4rs.
Mr. B. L. Barnard's ch. h. WORCESTER, by Saraband—Elegance, 6rs.
Duke of Portland's b. c. TROON, by Hampton—Atlanta, 4rs.
Seventeen others ran.
(Winner trained by Mr. J. Ryan, the owner).
BETTING: 25 to 1 against Tartan, 100 to 6 Sweet Auburn, 33 to 1 The Tartan, 5 to 1 Grig. Won by a neck after a splendid race; a head dividing second and third.

RESULT OF THE GOODWOOD STAKES.

The GOODWOOD STAKES (handicap) of 20 sovs. each, 10 lb. and 5 only if declared by Tuesday, July 21, with 300 sovs. added; winners of any handicap subsequent to July 16, or any race value 500 sovs., 7lb. of any two handicaps, or any race value 1,000 sovs. 10lb. extra; the second to receive 50 sovs. out of the stakes. Two miles and a half, 27 subs.
LONDON, July 18th.
Mr. Hamar Bass' b. c. CARLTON GRANGE, 4rs. Allsopp 1.
Mr. R. Lebaudy's b. c. QUILON, 6rs. T. Loates 2.
Lord Hindlip's b. c. POWICK, by Saraband—Elegance, 4rs. Gilmshaw 3.
Mr. C. Morbay's b. g. GLENKILL, by Highland Chief—Duchess Connaught, 5rs. 4.
Lord Penrhyn's b. h. THESEUS, by Isonomy—Hermia, 5rs.
Mr. A. Cohen's ch. h. VIX, by Ballol—Victrix, 4rs.
BETTING: 6 to 1 against Carlton Grange, 100 to 30 Quilon, 8 to 1 Powick, 6 to 4 Theseus. Won by three lengths; same distance between second and third.

LOCAL AND GENERAL.

NO CASES OF PLAGUE TO-DAY.

THE Quarantine Regulations at Singapore have been rescinded.

It is reported that the new Russian loan has been covered twenty-five times over, in France.

M. GERARD and the French Admiral were to leave Peking on the 5th inst. for Tientsin, and thence go to Chefoo.

His Excellency Baron de Vinck de deux Orp, the newly appointed Belgian Minister, left Marseilles on the 2nd inst. en route for Peking.

On the 25th ultimo the "Shropshire Boys" met the "crack" Dalhousie football team in Calcutta and easily defeated them, the score being 4 goals to nil. Well done, Shropshire lads!

At Shanghai, on the 17th August, 1896, at 6 a.m., the *China Daily Post*—a morning paper edited by Mr. A. Cunningham, late Sub-Editor of the *Shanghai Mercury*.From Peking it is reported by the *Mercury's* correspondent that Sir Robert Hart is not well, Sir Claude MacDonald is taking it easy, and that the members of the Tientsin Yamen are also suffering from Sir Claude's easiness and Sir Robert's ill-health.Thus the *N. C. Daily News* of 15th August:—It is reported that the dinner to H.E. Li at the Crystal Palace was given by the Hongkong and Shanghai Bank, and that the Directors of that Bank appropriated the sum of £6,000 for the entertainment of the ex-Viceroy in London.THE Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Fruit and Vegetable Guild\$50
Lun Sui Choo 10YESTERDAY afternoon a Chinese passenger by the steamer *Oolong* from Singapore took his small tub and went on to the pier at Kowloon to bathe. A few minutes later the tub and shoes were seen, but the man had disappeared, and is supposed to have fallen into the water. So far the body has not been found.THE *China Gazette* says:—The native papers state that the Tientsin Yamen has presented a memorial to the Throne, suggesting that all goods manufactured by the aid of machinery in China shall be subjected to a duty of 10 per cent. on their value upon the goods leaving the factories or mills, such duty to render the goods free to go wherever they are to be taken.—But who can or will guarantee freedom from further taxation?THE following was circulated this afternoon by the Cable Companies, as an express, and as it has not been sent to us for insertion as an advertisement and may greatly interest a large number of our readers we hasten to give it full publicity:—
Shimonoseki reports all lines interrupted to the northward, by a typhoon, and that all today's telegrams to Yokohama, Tokio, Kobe, Hakodate, &c., are detained. All telegrams now handed to us will be forwarded to Nagasaki to await restoration of the lines.
J. M. BECK,
For Manager in China.

LORD WOLSELEY, in his evidence on the 29th ultimo before the Royal Commission on Indian Civil and Military Expenditure, said he did not think the organization of the Indian Army was far beyond what experience had shown was necessary. The present system of recruiting for India was, he said, infinitely superior to the old system of recruiting, for the Indian Army had indirectly strengthened the Home force, but the British Army really was a great reserve for the army in India. His lordship thought that India ought to pay everything connected with the maintenance of the army there, for everything having to do with India had been derived from British rule. Mr. Cairnes, in reference to Lord Wolseley's remarks, said that surely the Indian Army was quite as much a reserve force for our own emergencies as the British Army. Lord Wolseley, in reply, said he should not like to put the Indian troops in front of European soldiers, and should not like to fight Franco or Germany or any other army with Indian troops. He scouted the idea that Russian regiments could take the place of British. Mr. Dalhousie Naoraj, alluding to Lord Wolseley's statement that England had made India, said that India had made England the richest and the greatest country in the world. He added that England had done the greatest possible material injury to India.

THE Danish Government has appointed Mr.

Carl Stahlgren to be Consul at Tientsin. Mr. Stahlgren, who was in China last year, is the head of a Danish company which has been established to do import and export business with China. The head office will be at Tientsin.

A PROTRACTED court-martial held at Mhow (India) on Lieutenant Browne, of the Royal Fusiliers, came to an end on the 29th ultimo. Mr. Browne unfortunately, so the charge set forth, took some Rs. 30,000 of regimental money, and had been under arrest in consequence thereof for some four months. The result of the inquiry has not been made known. It ought to be, though!

MR. CARL BOCK, the Consul-General for Norway and Sweden, having been relieved of the duties of Consul for Denmark at Shanghai at his own request, a successor has, according to the *North China Daily News*, been appointed in the person of Captain A. L. Smith, who for a number of years was attached to the Danish special mission which came to China under General Rasmussen.

His Excellency the Governor has bestowed a second class medal of merit upon Inspector Gyllin, and a fourth class medal upon Sergeant W. Robinson of the Police Force, for extra and meritorious work performed by them in connection with the outbreak of plague this year. We heartily congratulate these officers upon the recognition they have thus gained, and the consequent slight increase of pay which the decorations carry with them.

BEARING in mind the offer from Australia, namely, volunteers as well as money, to Her Majesty's Government, and as an earnest proof of his deprecation of any agitation against the decision arrived at by the Government concerning all offensive and defensive measures of the united Empires of England and India, His Highness the Maharaja of Vichanganam has offered a lakh of rupees toward the expenses of the Suakin expedition.

FROM latest files of Shanghai exchanges, we learn that at last the Soochow Creek has been placed definitely under the control of the Commissioner of Customs, and that the River Police are beginning vigorously to abate the nuisance caused by piling timber on the foreshore, anchoring boats there for days at a time, and otherwise obstructing the fairway. Two days after the order was issued ten persons were charged before the Mixed Court Magistrate with obstruction and were heavily punished.

MR. J. G. SCOTT, C.I.E., who recently returned to Burma from leave, will, it is understood, take charge of the political administration of the Wa country when the expedition is sent there during the coming cold season. Mr. Scott is well acquainted with the Wa and their country, and also knows the frontier well, and his experience as Chief Commissioner on the Mekong Boundary Commission of 1894-95 will help him in defining the Burma-Chinese boundary in the quarter of the Wa country should a Boundary Commission be appointed.

QUITE a flutter of excitement was created on Monday (10th) amongst the innumerable native postal agency men who occupy nearly the whole portion of Kikikang Road between the Shantung and Fokien Roads, Shanghai, by the arrival of a circular from the Commissioner of Customs, as Imperial Government Postmaster of Shanghai, calling upon each postal company to send in to him the names of their agencies, and to give him the average number of letters received by each company for transmission or delivery; also to give a list of various towns in the interior with which they are connected. Although the Imperial decree sanctioning the Imperial Post is well known to the private agencies in Shanghai, they appeared to be taken by surprise and a meeting was held on the 12th in the Postal Guild to discuss the situation.—*N. C. Daily News*.THE Admiralty is about to take up the work of training carrier pigeons for conveying messages at sea. The French and Americans have been before us in this matter, and whatever has been done in this country has been done through the interest, and at the expense, of officers at the Royal Naval Barracks, Devonport, without official encouragement. The work has thus gone on under some disadvantages, but there are sixty efficient birds, which cover the ground west of Plymouth. The greatest distance yet traversed has been from the Wolf Rock, about seventy-five miles. The results attained are most encouraging, and at length, from inquiries that have been made, it appears that the Admiralty intends to take over the establishment, and that it is proposed to appropriate a torpedo-boat or destroyer for the further training of the birds. Meanwhile it has been decided to fit United States cruisers with arrangements for carrier pigeons, great numbers of which are to be thoroughly trained. A long series of experiments has given most satisfactory results, and is thought to fully justify the step taken. Some birds have attained a speed of forty miles an hour. We shall look with interest for the development of the carrier pigeon service in our own navy.—*Army and Navy Gazette*.

MEMORANDA.

TO-DAY, 18th August.

9 p.m.—Wirth Circus, benefit for the artists, West Point.

TO-MORROW, 19th August.

11 a.m.—Outward French Mail closes.

Noon.—*Sakaki* leaves for Europe.

FRIDAY, 21st August.

English and Tacoma mails due.

Noon.—Meeting of shareholders in the Hongkong Hotel Co., Ltd.

SATURDAY, 22nd August.

4 p.m.—Gymkhana.

It is understood, says the *Calcutta Statesman*,

that the Rothschild Company, which has leased the Burma State Railways, will concentrate their energies in the first place on the construction of the Mandalay-Kanton line.

We are glad to hear that Lieutenant J. A. Strick, the Adjutant of the Shropshire Regiment, is convalescent, and has been ordered home from Calcutta. That popular sporting officer, Lieutenant G. Meynell, will officiate as Adjutant of the Regiment during Lieutenant Strick's absence.—*Asiatic*.At the Marine Magistrate's this morning, before Comdr. R. Murray Ramsey, a lamp-trimmer of the steamer *Oolong* was charged by the chief officer of that vessel with assault on the 14th inst., at sea. Upon the charge being proved, sentence of four weeks' imprisonment with hard labour was inflicted.

THERE was another good house at Wirth's Circus last night. The performance to-night, which is the last, will be for the benefit of the members of the Company, and as each performer will do his or her best and they are to be assisted by local talent, it is to be hoped that the attendance will make this a record night.

News was received here to-day to the effect that a terrific typhoon has swept over a portion of Japan, causing serious damage to the telegraph lines between Shimonoseki, Kobe, Yokohama, Tokio, Hakodate and several points in northern Japan. Our local meteorologists have 'scored' again. Yesterday forenoon they stated that the depression was approaching S.W. Japan.

ON Sunday afternoon a foreigner was thrown out of his ricksha in Bonham Street through a collision with a hand-cart. The rider at once took another vehicle, leaving the ricksha coolie and carters to fight the matter out. These latter finally fetched up in the Police Station, and now the Police are anxious to hear the story as told by a third party. Will he come forward?

FROM Kikikang the *Mercury* leaves that a short time after the steam-launches of the Fuh Kung Company commenced to run on the Payang Lake the native boat-owners went in a body, increase in hand, first to the Taitai's Yamen and then to the Yamen of the Kikikang Prefect, praying these two mandarins to protect their interests, as they believed that the introduction of steam navigation would deprive them of their means of earning a livelihood!THE following is a list of the members of the crew of the *Ilitis* who were saved:—
Boatswain's Mate, Mosbier.
Yeoman, Meyfirth.
Sick-bay attendant, Olbrich.
Ship's Writer, Westbank.
First Class Seaman, Priebe.
" " " Rabe.
" " " Kuhl.
" " " Volgi.
Seaman, Habeck.
" " Kell.
Zimmerling.
Fireman, Langenberg.THE following is a translation of the German patriotic song given in the report of the *Ilitis* disaster in our last issue:—
And should the might of wild, wild storms
On to a reef us drive,
And dangers menace; matters not
From where; our ship and life,
Our ports we never will desert
And sailor-like and true
Until the last breath goes from us
We will our duty do.
And, joyful dying then we shout
United true in death
The Kaiser and our standard, Hoch!
The flag—black, white, and red!

THE IMPERIAL BANK OF CHINA.

Shanghai, August 13th.

There is a fight going on between his Excellency Chang Chih-ling (the Viceroy of Hukwang) and his Excellency Chang Yin-huan (a member of the Tientsin Yamen and the negotiator of the Japanese Commercial Treaty) for the Head Management of the new Imperial Bank of China, the former favouring Sheng Tsai-tai, as a man of practical knowledge of business, the latter recommending Dr. Yung Wing, as being the original projector of the bank. We wait with interest the result of the contest.—*Mercury*.The *China Gazette* has the following remarks on this subject:—Referring to the Imperial Chinese Bank which is being projected at Peking and which we are told will be managed by foreigners and will have foreign agencies at outposts, we learn that Chang Yin-huan strongly recommends Yung Wing as Chief Director, while Chang Chih-ling backs up Sheng Tsai-tai for the post. In case Yung Wing is elected, as will most probably be the case, he being the promoter of the scheme, the staff of the bank and its agencies will be principally composed of Americans. If Sheng Tsai-tai is to become the Director, Russians and Frenchmen will be prominent in its management.

JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to acknowledge with thanks the following donations to the above Fund:—
Subscriptions already acknowledged\$4,088.
Since received:—
Dr. Ayres 15
Kelly & Walsh 25
[1254]

KUCHENG AGAIN!

OLD OFFENDERS PREPARING TO MASSACRE CHRISTIANS.

An Amoy correspondent, who has just been on a visit to Kullang, writes the *North China Daily News* as follows under date the 14th instant:—

We hear that the Whangsin trouble of last year shows signs of a re-occurrence, and some of the old offenders who were not punished are beginning to hold up their heads again. This time they say they will leave the foreigners alone and will wreak their pent-up vengeance upon the native Christians. It is to be hoped the English and American Governments will act promptly and prevent by such action any further outbreak. It is the everywhere expressed opinion here that the officials have not taken the lessons of last year to heart, as is only too likely, for few of them, if any, have been punished in any way. The Viceroy has a bad name as being very anti-foreign, and utterly unwilling to act in any case unless compelled by external force.

THE RUSSIAN VOLUNTEER FLEET.

SHANGHAI, August 12th.

The steamer *Tambov*, which is the first steamer of the Russian Volunteer Fleet to call regularly at Shanghai, will inaugurate a steam service for which a great future on these waters is predicted. The steamer which will call at this port are of the very highest class, and those carrying passengers are fitted up without regard to cost. The itinerary will be as usual from Odessa to Vladivostok, but Shanghai will henceforth be regularly included in the ports of call.

The following is the fleet of steamers at present trading to the Far East, with their displacement tonnage:—

<i>Saratov</i>	8,850 tons.
<i>Orfel</i>	7,990 "
<i>Patysburg</i>	9,500 "
<i>Kharovsk</i>	10,225 "
<i>Kostroma</i>	7,975 "
<i>Tartak</i>	8,635 "
<i>Tambov</i>	8,635 "
<i>Nipal Nougard</i>	7,875 "
<i>Vladimir</i>	10,500 "
<i>Toront</i>	10,500 "
<i>Ekaterrina</i>	10,500 "
<i>Habarovsk</i>	2,500 "

The four first vessels have a speed of 10 knots, and of course the leading features in their construction are their engines. The others maintain the average speed of 11 knots. All the steamers are English built, having been laid down on the Clyde and the Tyne.—*China Gazette*.

THE DANGER OF AMERICA.

INTERESTING TO FINANCIERS.

The Yokohama *Box of Charles* very seldom goes in for anything serious, but when it does it generally supplies some "food for reflection," as the following from its issue of the 5th instant doth fully demonstrate:—

The London banking houses lent to America, when gold and silver were at par, most of the funds needed to continue their vast enterprises in the building of railways and for use in reducing the large state indebtedness. From the time that large debt was contracted by the United States the European bankers have combined together and literally forced the other great powers, who had also become creditors of the United States to no small extent, to accept nothing but gold in payment of their claims, to exchange only gold, and to keep the proceeds in the several countries as a war reserve. They also resolved to make gold almost payable on their own bank notes.

The immense amount of gold in existence is now almost all held in Europe, pending further instructions from the bankers, the result being that three-fourths of the world, and all of the new countries, are entirely without the yellow metal. These great bankers have now practically made themselves the sole creditors of all international business, and have declared that they will receive nothing but gold settlements. One easily sees the disadvantage of the silver countries under such conditions, but, although their revenue may remain the same, they are forced to pay off their indebtedness to foreign countries in a coin almost double the value of their own.

The people of the United States are evidently preparing to counteract all this, if we are to judge from the sentiment expressed in the leading newspapers. They are beginning to see the state of affairs such a condition has brought about. In Chicago gold has fallen to almost half price—so low that many farmers are turning large tracts of land into grazing for cattle, and scarce know how that will turn out, so uncertain are things become. If the elections in the United States result as we expect they will, their foreign creditors will be paid on the same basis as obtained when the loans were made (which means on silver basis). In respect of and not taking into consideration the editors of the London bankers.

In returning to the silver standard the United States will again obtain her share of the trade of Europe in grain, which has been tilted from her by Russia, India and the Argentine, by reason of the appreciation of gold, which will no doubt be a very sore stab for the London bankers, who will have to lose the major part of the enormous income they have been receiving by their manipulation of the coinage.

If this comes to pass it will prove what the *New York Herald* and *Figaro* have said is correct. The bankers say the loans are debts of honour. So they would be if payment were to be made at the same rate of exchange which obtained at the time the loans were made. Instead of trusting to a few English capitalists. No right-minded man would coincide with the methods of such speculators, or sympathize with them if they failed to consummate their grasping designs.

We hope to see the silver standard carried forward in the United States, and the other nations will follow in rapid succession, as we believe it will be more fair than the manœuvre of the high-rate exchange banks of London, to which we owe all the monetary troubles of the past twenty years. Such a state of things would open the eyes of those manipulators and cause them to bawl things in front of their massive sales holding the wealth of all nations.—*Servant in La Libre Presse*.

THE QUEEN'S STATUE.

The following has been forwarded to us for publication:—

Hongkong, Downing Street, 17th July, 1896.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 134 of the 3rd ult. enclosing papers and photographs relative to the ceremony of unveiling the statue of the Queen which has been erected upon the Praya Reclamation.

Your despatch and its enclosures have been seen by Her Majesty, who has read the account of the proceedings with interest and satisfaction and has kept some of the photographs which you were good enough to send and for which I am commanded to thank you.

I have, etc., (Sd.) J. CHAMBERLAIN.

Governor Sir W. Robinson, K.C.M.G., &c. &c. &c.

FATAL RAILWAY COLLISION IN INDIA.

BOMBAY, July 27th.

An eye-witness of the recent railway accident at Delhi says:—I was seated in my office just about the time the train was due at Delhi, and I heard a noise of a collision which sounded not unlike a sudden crash of thunder, followed immediately by a crash of splintering wood, the rush of escaping steam, and the piteous wail of the injured and terror-stricken passengers. Repairing to the scene of the disaster, I found that no fewer than six carriages had been derailed and smashed to pieces, the iron framework and the wheels resting on the bodies of those who were already crushed to death, or expiring in agony. The debris of three telescoped carriages was so far piled as to admit of three partially buried native passengers escaping from a mass where many corpses lay entangled. Under one carriage I noticed an unfortunate man, apparently a Marwarie by dress, who was crushed in a sitting posture, so that by the capsize of the carriage, his legs were doubled up over his head. His spinal cord was shattered, and his arms, legs, and head were smashed into a pulp. There were others who apparently had been lying down when the crash came and in all these cases one would suppose that death must have been practically instantaneous. The most pitiful sight I saw amid this scene of pain and distress was that of the second guard, Nathoo by name, who had charge of the front brake-van, and had evidently stuck to his post up to the last. He lay almost disembowelled among the shattered remains of his carriage, and remained conscious for nearly an hour, when death put an end to his sufferings. Two of the railway guards, who were engaged to the Civil Hospital, died there. The dead bodies were laid out in the R.M.R. compound for identification, and all but one poor creature, who was so mutilated as to be beyond recognition, have been removed by their friends. The official inquiry is proceeding.—*Statesman*.

THE STIFLING OF PROGRESS IN CHINA.

To many in China it must have often appeared strange how soon a progressive official gives up all attempts to introduce reforms into the departments of which he has charge. We have met Chinese who, after having travelled in Europe and America, have returned full of appreciation of Western methods and with the determination to introduce some of them to China, when fortune should place them in an official position. On accession to power, however, the inevitable result has been that reform and improvement suffered premature death. To those who are unacquainted with the inner circles of Peking official life the whole thing is an enigma, but to the initiated it is simple as daylight. The man who is stifling progress in China at the present moment are the Censors. They are men who have, from their earliest years, devoted nearly every hour of the day to the study of the ancient classics, and their knowledge of the world, as it is today, is in inverse proportion to their knowledge of their classics. They are men who receive no remuneration from the Government, and there are only a very few official positions open to them after years of gratuitous service. Occasionally, as a result of a memorial by some of their number, one is deputed to make an inquiry into some official's reported delinquency, in which case it is more than probable he may "earn an honest penny." Sir Nicholas' Censor is reported to have expressed his opinion that there would be no real reform in China until all the Censors had had their heads taken off. Sir Nicholas hit the nail on the head! The Censorate is ignorant and corrupt, and grows daily more so. It is a little gratifying to suspect that the Censors are not immaculate, and we observe in a recent issue of the *Peking Gazette* that a Censor has been degraded as an example to others. But stronger steps are required: severe punishment should be meted out to all officials who should be expected to do their duty, and all officials who are not of the official, not a hundred miles from Peking, was inspired with the desire to begin an era of improvement in the establishment which he had charge of, and modestly began by macadamizing two or three hundred yards of road, and erecting a lamp or two. The new road cost less to keep up than the old one, and gave less chance for robbing and the light from the lamps interfered with the stealing by the underlings, and consequently some of the subordinates persuaded a Censor that such a road and such a light could not be according to Confucius, and since then that official's life has been a burden to him, and his ardour for improvement has been quenched. Now the Censor may not be corrupt, but only ignorant. The life he leads can make him nothing else. He probably has never out of Peking, and he may know very little even about Peking. There may be some excuse for him—as he is the product of a system; but there can be no excuse for a Government which places a man so lamentably ignorant in such a powerful position. Let all this be changed. Let the Censors be chosen from men of the world, and let their duties be also to construct as well as to destroy. Let them denounce the officials who fail to introduce improvements. Let them begin with those who are responsible for the approach that Peking is the dirtiest city in the known world. Let them denounce the memorialists who have recently made roads, moderately lighted streets—and a drain. In the meantime every Censor who memorializes against any official for introducing reforms should be punished. Old customs had centuries of trial. Let the new ways have a chance.—*Yimkin Times*.

GREAT FLOODS IN INDIA.

The *Catherine Apoor* which arrived from Calcutta yesterday brought files of Calcutta papers to 31st ultimo, from which we take the summarized reports of the recent destructive floods in India as follows:—

RAILWAY SUBMERGED.

BOMBAY, July 27th. The heavy rain in the mofussil has flooded both lines. Traffic is suspended on the B.B. and C. I. Railway near Virar. Owing to the washing away of two bridges on the G. I. P. line, the line is submerged a foot deep. Forty miles from here the traffic for Poona has stopped.

MAILS DELAYED.

July 27th. The lines are still flooded here. A line gang of coolies are repairing the breaches made by the floods and the G. I. P. Railway day mails will run, though not at the time-table hours. Nothing has been decided as regards the night trains, but it is scarcely considered safe at present. On the B.B. and C. I. Railway through traffic is not resumed, though it is believed they will be able to get the mail-through to-morrow. It is not possible to run night trains.

POONA ISOLATED.

POONA, July 26th. Heavy rain has fallen at Poona and the surrounding districts during the past few days. The river is in full flood, and is over-running the banks and inundating many river-side bungalows and compounds. Owing to the breaks on the G. I. P. Railway communication with Bombay is destroyed. All trains leaving Poona on Friday night and Saturday morning with passengers and mails on Saturday night, and on Sunday morning connection was made with Bombay via the Dhond and Manner line, a twenty-four hours' journey instead of five. The breaks on the line will be restored in a day or two.

GREAT DAMAGE TO RAILWAYS.

The weather still remains stormy in Bombay, and traffic on both railways leading into the city is interrupted. On the G. I. P. Railway heavy rain breached the line on Saturday between Budhpore and Wangel, about fifteen miles south of Kalyan on the S. E. line. The railway mail and passenger trains due to Bombay on Saturday had to be returned to Poona, and the passengers were worked round via the Dhond and Manner line to their destination. The damage on the Bombay, Baroda, and Central India Railway extends as far as Broach. According to the latest telegraphic information the following positions of the line are impassable for trains. Between Virar and Saphala (mile 43) the line is under water for about 1,700 feet; near Amalal (mile 140) the ballast has been washed away in several places; near Paroli (mile 194) the road is under water; near Chamera (mile 203) portion of the line has been washed away. This rainfall at Broach has been very heavy, ten inches having been registered in nine hours on the 25th. This has caused a rise in the Nerbudda river of 18 feet. The Tapi river at Surat is also rising, forty feet flood water having been registered at 8 a.m. on the 26th. The Gachwas' Dabhoi Railway between Vithwami and Chaudhodi is also unsafe for traffic at present owing to the Jambova river being in flood.

Heavy rain has been falling in Poona and its surrounding districts since Friday. There is heavy rain in Poona and the river is now in full flood. The water on the bank is very high. The Viceroy bridge is high up, the water being near the arches. The road near East Kirtes is under water, and trees are submerged. Holkar's bridge is just visible by the tops of the railings. The water in Kirtes has gone up to the wall of the old cemetery. The tents which were pitched for the Sappers and Miners' sports are also under water. Water has come near the steps of the Royal Connaught Club. Trains from Bombay which left for Madras on Friday and due here three in the morning did not arrive till seven, and all the night trains were nearly four hours late. The trains which left Poona for Bombay in the morning and afternoon went as far as Lanowle, and during the night all trains came back owing to heavy floods on the line between Neral and Kalyan. Some part of the Budhpore line has been washed away. Slips have also occurred on the Shore Ghats owing to a break between Budhpore and Neral. The station officials have issued a notice that no trains can go there to Bombay. Passengers can go via Dhond to Kalyan and thence to Bombay. The English mail which arrived at Bombay yesterday was not delivered till the afternoon. It came via Dhond. At present trains have stopped running from Poona to Bombay. Also it is reported that a large ten-span bridge between Timaral and Paghadi, which crosses the river Guimal, has been washed away. Heavy floods prevail at Parikhat and Verat.

PEKING-TIENTSIN RAILWAY.

Tientsin, August 8th. The banks of the Peiho have burst north of Yangtsun and flooded the plain to the east of the river, stopping all work at the flood openings. The Peiho have returned north of the railway, and flooded all the plain between that river and the Peiho, stopping all work at flood openings. The banks of the Huohu have burst opposite Huangsun, at the west corner of the Hunting Park, but no damage has been done to the line. Evidently there have been very heavy rains north of Peking. It is feared that unless the water on the plains runs off very quickly and work can be resumed it is hopeless to expect the railway to reach Peking next spring. It was intended and practicable, provided the floods had not occurred. The water is so high in the canal on the Peiho that very little can be done at the bridges until it has subsided. So far no damage has been done to the work itself; but the delay is even more serious, as it is probable the hard frosts will supervene before the water level falls. The earthworks have been completed some time; but the rains, locally, have not been sufficient to cause the desired settlement. It is, therefore, extremely likely that the order for heavy locomotives will be postponed, and the line at first worked with lighter engines already in the service; further, numerous deviations will have to be made at flood openings if not completed at an early date, and these will compel the employment of light rolling-stock.

At Tongshan several passenger cars are almost ready for the new line, and some three hundred freight cars are in progress. Two "family cars," for the use of foreigners, are nearly completed. There may be some excuse for a view of testing the much debated question, whether or not foreigners in China are willing to pay a fair price for cleanliness and comfort in travelling.—*Peking and Tientsin Times*.

The following notice was issued at Tientsin on the 8th instant:—

IMPERIAL CHINESE RAILWAY. In consequence of interruption of the work on the La-kou-chiao extension by serious floods, the Director-General has decided to postpone the delivery of the eight locomotives, required under notice of 4th May, and which tenders were to be opened on 15th instant. These engines are still required, but delivery will be in the month of September, 1897, instead of in March of same year, thereby greatly influencing prices.

The tenders will, therefore, be opened on 25th instant, and those tending in the best design will be requested to tender two weeks later in accordance with new conditions.

By order, DIRECTOR-GENERAL OF RAILWAYS.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

August 18th.

THE FUTURE.

The following dates for taking the cases on the Calendar were fixed this morning:—

To-morrow, 19th August.

R. v. Chan Ping—An offence under the Women and Girls Protection Ordinance.

Thursday, 20th August.

R. v. Lo Chak-lum—A similar offence.

Monday, 24th August.

R. v. Lo Sai Pe—A similar offence.

THEFT BY A SERVANT.

LI Fook was charged with having stolen an umbrella, valued at \$5, and \$210 in notes, from his master, Mr. G. A. Buckland, Quarry Bay, on the 3rd September, 1894.

Mr. H. E. Pollock, Attorney-General (instructed by Mr. A. B. Johnson (Crown Solicitor), appeared for the prosecution, the prisoner being undefended.

The prisoner pleading not guilty, the following jury was drawn:—Messrs J. M. d'Almeida, D. F. C. da Rosa, L. E. Osoyo, F. A. Brown, T. Yule, J. Tatam, and R. F. de Rozario. Mr. Pollock, in opening, explained that on the morning of the 3rd September, 1894, the prosecutor went to his work at 8 o'clock, leaving the prisoner, his boy, who had been with for eight years, in charge of his house. On returning at 1 o'clock, he found the breakfast things washed up, but the beds unmade and the boy absent. This aroused his suspicions, he found that \$210 in notes, which he had placed in a drawer just before leaving for work, and an umbrella were missing. He had not seen the "boy" from that date until after he was arrested by the Police in July last. When he discovered his loss he reported the matter to the Police.

Evidence in support was then led, and the jury found the prisoner "guilty."

His Lordship imposed a sentence of ten months' imprisonment.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, August 18th.

Messrs Benjamin, Kelly and Potts report as follows in their *Share List* issued at 5 p.m. to-day:—

A slightly weaker tone has prevailed in the market, but on the whole a fairly general business has been effected.

The New Balmoral Gold Mining Co., Ltd., and H. G. Brown & Co., Ltd., have given notice of Extraordinary General Meetings to be held on the 1st and 2nd September respectively.

BANKS.—Hongkong and Shanghai Banks have ruled very firm and have been placed at 184 per cent premium on the dividend of £1 5/- per share paid on the 17th inst.

MARINE INSURANCE.—China Traders are offering at \$304 and Straits Insurance at \$27. Fire Insurance.—Hongkong Fire, owing to a few shares being thrown on the market, dropped to \$330, but they are again wanted at \$332 without finding sellers. China Fires are quiet at \$25.

SHIPPING.—Hongkong, Canton, and Macao Steamboats are slightly easier, with sales at \$331. Indo-China keep steady at \$40 with sales. China and Manila have been placed at \$71 and are firm at the rate. Douglas Steamships have been sold and are wanted at \$65.

REVENUES.—China Sugars have been taken at \$1111. Lucas are still offered at \$56.

LAND, HOTELS AND BUILDINGS.—Hongkong Lands have reacted one point, and sales at \$74 have been made. Kowloon Lands are wanted at \$18 and West Points at \$17. Humphreys Estates have been sold at \$20.

MICELLANEOUS.—Green Island Cements have been taken off the market at \$171. A. S. Watsons are firmer with sales and buyers at \$121. H. G. Brown & Co. have decided to liquidate. Electric have been done at \$695 and are still required. For Fenwick has improved and sales at \$28 have been effected. A small lot of Iron have been placed at \$1051.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kaiser-i-Hind*) 21st inst.

Canadian (*Empress of India*) 25th inst.

German (*Bayern*) 25th inst.

Australian (*Guthrie*) 25th inst.

American (*China*) 27th inst.

Tacoma (*Tacoma*) 27th inst.

American (*Baltic*) 31st inst.

Tacoma (*Victoria*) 11th prox.

The tea steamer *Tacoma* arrived at New York on the 5th inst.

The silk steamer *Victoria*, which arrived at Tacoma on the 6th inst., was delivered in New York on the 13th.

The Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* left Tacoma for this port on the 15th inst.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Guthrie*, from Australia, left Port Darwin for this port on the morning of the 16th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Catherine Apoor

Selene

Ryoko Maru

Kilnblid

Kilnblid

Kilnblid

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DEPARTURES.	
<i>Klangshu</i>	Steamer, for Canton.
<i>Choyang</i>	" Canton.
<i>Talis</i>	" Canton.
<i>Fushun</i>	" Canton.
<i>Sachsen</i>	" Europe.
<i>Kong Bang</i>	" Bangkok.
<i>Haitian</i>	" Coast Ports.
<i>Victoria</i>	" Amoy.
<i>Sungking</i>	" Manila.

Aggregating 11,339 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Platford

Brand

Actio

Nanyang

Sathallan

Reda Cristina

Honam

Scottish Isles

Fung Shu

Donar

Utrecht

Emeralda

Wandering Jew

Africa

Holstein

Holstein

Holstein

Holstein

Holstein

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